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SUPREME COURT.

Monday, 13th April.

IN SUMMARY JURISDICTION.

BEFORE MR. E. H. J. GOMPERTZ.
(ACTING PRINCIPAL JUDGE).

AN INTERESTING POINT.

Lo Leung Yau otherwise Leung Tai Koo brought an action against the Tung Hang Yu otherwise Thong Hang Dye for the recovery of \$1,000. Mr. F. X. d'Almeida Castro, appeared for plaintiff and Mr. E. J. Grist for defendant. The statement of claim set forth:—(1) The plaintiff is a widow and resides at No. 216 Des Voeux Road Central, Victoria. (2) The defendants are traders and carry on business at No. 237 Wing Lok Street, Victoria. (3) On the 17th day of July 1906 the plaintiff at Macassar remitted to the defendants in Hongkong the sum of \$1,000 through the Nederlandsche Handel-Maatschappij by bill of exchange. (4) The said bill of exchange was handed by the plaintiff to the defendants on her arrival in Hongkong on or about the 31st August 1906 for collection on her behalf and for her use and benefit. (5) The defendants collected the said sum of \$1,000 from the Nederlandsche Handel-Maatschappij. (6) The plaintiff has demanded from the defendants the sum of \$1,000, but the defendants refused to pay.

The statement of defence set forth that the defendant firm had become bankrupt and that the plaintiff had received dividends on the amount due.

Mr. d'Almeida stated that the plaintiff after a residence of twenty years in Macassar came to Hongkong, bringing with her this draft on the Holland Bank for \$1,000 and four other drafts on the Chartered Bank. On her arrival in Hongkong she went to the defendant firm and handed the draft of \$1,000 to them, at the same time telling them that she wanted the money before she went to Canton as \$400 of that amount belonged to another woman. Defendants promised to collect the money, and she then handed over to them the other four drafts for collection. Those amounts in all to \$2,500. Plaintiff said that she wished this money in order to purchase certain property in Canton. Proceeding Mr. d'Almeida said that his friend was raising the point that plaintiff had not split her cause of action and if his Lordship agreed with that contention then plaintiff would be non-suited.

Mr. Grist submitted that on the showing of his friend they had received \$3,000 and he would argue that the plaintiff could not sue for the repayment of only one of those separate drafts. Immediately those drafts were cashed the money received in respect of them became one total sum. The money was not earmarked in respect of each draft. Taking the figures as correct there was a sum of \$3,000 due and not \$1,000, and, to bring it within the jurisdiction of the Summary Court, the usual practice was to waive any amount over the \$1,000. His friend did not waive any cause of action he might have against defendants in seeking the recovery of the \$1,000 out of the money had and received by the defendants for the use of the plaintiff, but his intention was to proceed with other actions. His Honour—Is that so?

Mr. d'Almeida—So far I believe those are my instructions.

Mr. Grist added that in the event of his clients being bankers and receiving small sums amounting in all to \$1,000 it would not be competent to sue on each of those individual payments because they were merged in the greater sum.

His Honour—One debt?

Mr. Grist—Yes, not several debts.

Mr. d'Almeida said the drafts were paid in on the same day they were handed in at different times.

His Honour—You say there were two separate transactions?

Mr. d'Almeida—Yes, they were drafts on different banks.

His Honour—You are suing on the Dutch Bank draft?

Mr. d'Almeida—Yes.

His Honour—Suppose you recover in this action you would still have to go to the Original Jurisdiction.

Mr. d'Almeida—I would have to go to the Original Jurisdiction for the \$2,500. I could not split that up.

His Honour—I think I had better consider the point.

Mr. d'Almeida—We would like to have the ruling of your Lordship.

EMPEROR'S LOST MARRIAGE "LINES."

ALL-WORLD SEARCH.

From Berlin comes the interesting information that one of China's most sacred public documents, the marriage contract of the reigning Emperor Kwang-shue, dated February 26, 1889, has been discovered in Germany and formally handed over to the Chinese Government.

The document had been missing from the archives of the imperial palace since the visit paid to Peking by the Allied Armies in the summer of 1900. It is supposed to have found its way to Germany in the keeping of one of the Kaiser's subjects, who happened to be present when the various representatives of all Western civilisations helped themselves to all available "souvenirs" capable of removal.

The marriage contract consists of a gorgeous piece of silk some four feet in length and a foot wide, which is held up in a curt manner until it assumes the form of a fan. It is richly embellished with dragons and other artistic emblems of the Chinese dynasty, and recites the solemn conditions of the sacred pact in Oriental terms.

Ever since the disappearance of the document Chinese diplomatic representatives in all parts of the world have conducted an exhaustive search for its whereabouts. For nearly eight years it baffled discovery, until it was located a few weeks ago in a village in Southern Germany in the possession of a tavern-keeper, who had not the slightest notion of its tremendous import, and thought it looked as well on wall as any multi-coloured pill advertisement.

HOME AND CHINA AFFAIRS.

[FROM OUR CORRESPONDENT.]

London, March 18th.

THE CHINA SOCIETY.

The China Society had a larger attendance than usual on Thursday at the Canton Hall, Sir Henry Howarth, the president of the Archaeological Institute, made an excellent chairman, and the lecturer, Dr. Augustine Henry, gave one of the most interesting addresses the Society has yet been fortunate enough to arrange. The subject was "Primitive people in China," but in reality the lecturer stepped beyond the actual rule of the Emperor at times and dipped into Annam and Siam. He gave much information, redolent of personal experience, of the Lolo, the pigmies, the Shans, the Siamese, and the Thibetans, and word pictures, brilliantly descriptive of their several industries, religions, and customs. There were excellent lantern views to illustrate the lecture and everyone was much pleased with the interesting and informative description of the Doctor's doings among the people he spoke of. At the end there was no discussion, probably because the lecturer and the chairman impressed everybody with the idea that there was nothing to add to the knowledge they could supply between them. Sir Henry Howarth told a funny story of a lady who, having heard that he was an authority on Mongols, came to him to ask for a cure for her pet dog, and assured him there was no doubt about the animal being a mongrel.

SHOULD SEE AFTER THE DRAINS.
The dear old "Times" in at this time

entitled to sympathy, for the bomb it introduced to the notice of the public in regard to the letter written by the Kaiser to Lord Tweedmouth has turned out on inspection to be a bad egg and nothing more dangerous. Of course the letter would have been better unwritten, and equally of course it should never have been made the gossip of political circles and the playing of the active imaginations that run riot in Fleet Street and Pall Mall. That the Kaiser was licensed by some remarks by Lord Escher in the papers as to Germany's naval policy is certain, and in his impulsive fashion he wrote to Lord Tweedmouth and told him such talk was all moonshine, or words to that effect. He added a caustic comment on Lord Escher—whom he met at Windsor and did not like, because of the self-sufficiency of the noble lord—and the comment was so amusing that it was shown to the King, to Sir Edward Grey, and possibly mentioned to others. It spoke of Lord Escher as better employed in looking after drain pipes than meddling with naval matters. The letter was extremely friendly and barring this touch of satire was not worth bothering about. It was the retelling of this choice morsel which set the ball rolling until it reached Colonel A. Court Hopington, the "Times" military correspondent, who made his reputation as a writer by comments written for "The Times" as the Russo-Japanese war proceeded. He immediately wrote to "The Times" a letter under the heading "Under which King," suggesting that the Kaiser had been meddling in British naval affairs. Not much harm would have been done had not "The Times" taken on some of its old vigor as "the Thunderer" and written an editorial denouncing this correspondence.

On the point of the inadvisability of such correspondence "The Times" was undoubtedly right, and I do not doubt that the Minister who receives such a letter is embarrassed by it, but to suggest that any British minister could be influenced against his duty by such a communication, even if it were so intended, as this one was not, is not thinkable. Hence we found Mr. Balfour and Lord Lansdowne against any interference with the decision of the Government not to bring the letter further into the public light. It was a private and personal letter in their judgment and so should be respected, even though, as Lord Lansdowne sarcastically put it, the privacy so far had been like the privacy "of a private view at the Royal Academy."

Lord Rosebery added a reproof to the newspapers which nowadays are always trying to set people by the ears with sensational stories. But it must be confessed by one who in Fleet Street himself has often criticised this tendency in one or two of the papers usually called "yellow"—these same papers have taken some views of this incident and the sensation has rested wholly with "The Times." I doubt if that paper relishes the result. Never did a sensation start so suddenly and surely never did one fall so utterly flat in such a short space of time.

As the Paris "Temps" said—"The Kaiser wrote too much, and Lord Tweedmouth spoke too much, but the subsequent proceedings in the British Parliament redound to the credit of the parties represented there." The matter has done us injury to Anglo-German relations, which of late have much improved and are indeed even in prospect of an agreement on general matters.

JAPANESE VISITOR.

Prince Kiroyasu Fushimi, the eldest son of Prince Fushimi of Japan, is now in this country and is staying at the Ritz Hotel. I understand that he will remain in London for a considerable time as he intends to acquire a knowledge of the English language, as well as to gain insight into British social, political and industrial methods. According to present plans he may be settled in Great Britain for two years.

THE TERTIUM QUIL.

The Licensing Bill appears to be a sort of Aaron's Rod that is swallowing up all other political matters, so far as public interest is concerned. The man in the street feels himself touched, especially in the proposal to make him walk six miles on a Sunday instead of three before he can be served with liquor; the licensed victualler and the brewer, and so far as I can judge most moderate men call it rankly confederate, and the men who frequent clubs are irritated over the proposed inspection of their premises. If

was a licensing measure that threw out Sir William Harcourt a few years ago; it has done the same with his son at Hastings, and it may do the Government generally more harm than anything they have tackled so far. But it was probably framed with the idea of making concessions to the opposition and when the Bill becomes an Act it will most likely be in a form that its first parents would hardly recognise. The agitation against it is growing, while on the other side the temperance people, though they talk a good deal, are practically useless at agitation. And it must not be forgotten that many Liberals are as opposed to the Bill as their Conservative opponents. It is a queer situation, and the outcome will be interesting to watch.

A STAMEN "STON" BOY.
Eton is to have one of the younger sons of the King of Siam as a pupil, I understand. He has been under private tutors for some time in England. He went to the House of Commons the other day with a brother of his, who is about to return to Bangkok. His eldest brother was at Christ Church, Oxford, and another brother was also at Oxford, after a period at Harrow.

SIR ROBERT HART.
There is regret among the friends of Sir Robert Hart that his departure from China has been delayed and he will not arrive here till June. It is hoped to accord him as fitting a reception in London as is due to one who has done such notable service in the Far East, and hence it was hoped that he would arrive before the year was so far advanced, because it is much easier to make the round of social engagements than smoothly before the summer days are come.

Much has been said here during the last week about the opium traffic and the need for haster measures by the Indian Government, but it is not likely that Mr. Morley will take any steps to secure a greater reduction than five thousand chests a year in the export from India—as announced a few days ago. Mr. Theodore Taylor, M.P., at a meeting in London the other day warmly attacked the international settlement in Shanghai, the administration of the Straits Settlements and the Federated Malay States for continuing the licensing of the shops or the farming of the traffic, and he praised the Chinese for incurring the pecuniary loss necessary in order to free the country from the habit. Other speakers pressed the matter as strongly, in fact the Labour man, Mr. Ramsey MacDonald, did not scruple to talk about the "hypocrisy" of England, but on the whole there was too much invective and too little statesmanship about the speeches. It will be difficult enough for these advocates to stir up such a remote question in the public mind here, and indeed some of the criticism directed against Shanghai was immediately discounted by a cable announcing the reduction of the license.

I think that whatever they do, they will not be able to move the Government beyond their present announcements, for there is influence in India against it, and the influence for it here is neither widespread nor active.

CHINESE SAILORS.

The Board of Trade is under a pledge to stop certain evasions of the law by which Chinese are shipped aboard British steamers. The number of Chinese appearing is increasing and some members even go so far as to say that forty per cent of the crews are Chinese or Lascars while there are many others who belong to European nations. Last week there was a case of a wreck under inquiry in which a vessel went ashore because a Greek was at the look out and he could not make the captain understand at once that he saw breakers ahead. The objection to the Chinese is, of course, that they are cheap. It is alleged that they join on the plea that they belong to Hongkong, Ceylon, and are British subjects. In future they will have to show proof. If this matter had been referred to a Committee, as was suggested, it would be a long time before measures could be taken to prevent the alleged abuses, so the House was glad to agree to the matter being left in the hands of the Board of Trade. The agents of the Board at the various ports are being consulted and steps are expected to be taken within the next six months to put a stop to illegal practices should any be proved and also to ensure that the Chinese who are signed on are not subjected to insufficient dietary or sweating conditions. This is a matter which is regarded as serious at British ports, but the owners assert that they are fully carrying out the law and that there are not sufficient British sailors available.

U.S., U.K., AND JAPAN.

I hear that some correspondence is passing between the American and British governments with regard to the Japanese attitude towards foreign enterprises in Korea. It is complained by some traders from both sides of the Atlantic that the Japanese are constantly placing obstacles in the way of the proper working of concessions obtained long ago and subsequently confirmed by the Japanese.

This is not the only cause of complaint. It has been announced in the House of Commons that steps are being taken to ensure a stricter recognition by the Japanese of the rights attaching to British trade marks. The complaints of the misuse of these trade marks have been of late very numerous and have covered almost everything from Worcester Sauce to Sheffield ware.

CHINESE WASHMEN.

The Chinese laundries that have existed in the East End for some years are branching out into the suburbs and will it is announced, reach the West End very soon. The London Laundry is a terror for ruining one's goods; and in this case the advent of the hand work of the Oriental may not be provocative of much opposition as might be expected. The present method of working laundries by machinery and acids was well expressed by the late Dan Leno in one of his whimsical after contributions to music hall gaiety. "You put the shirt in at one end of the machine, and the buttons come out at the other." The Chinese firm now operating here goes by the style of W. Lee, and employs only men.

In addition to the incident of the Kaiser's letter, there is the curious fact that a photograph has appeared in a weekly paper in Berlin giving intimate details of the construction of the new Dreadnought battleship "et. Vincent," at Portsmouth, British photographers are severely barred, from the yards, so how did the photo reach Germany? It is remarkable that photographs and details are so often obtainable abroad concerning British ships that cannot be had by a British paper at home by direct methods for love or money. In striking contrast to this was the strict secrecy attached to the launch of the new German Dreadnought this week. The leakage has several times been inquired into here but nobody has been punished, so far as I know, for a whole series of these regrettable incidents. The inquiries have been as unable or as unwilling to give offenders as the inquiry into the robbery of the Dublin Castle jewels—though many scores of people besides myself could place their finger on the culprits in the latter case right away, without any inquiry at all.

BREVITIES.

Sir Alfred Dent, who is largely concerned in the British North Borneo Chartered Company, is among the new sheriffs for this year. He resides in Sussex and it is therefore to that country that he is officially attached.

The death of Sir Lepel Griffin is much regretted by those having Asiatic interests, though most of all by Anglo-Indians. Both as diplomat and author he achieved honour and all sides recognised him as one of the greatest authorities on things Eastern.

I have received from the Norddeutsche Lloyd Company a plan of their two great new liners the "Lutzow" and the "Dorfflinger" which will probably be put on the eastward service in a few months. The plan shows that the vessels are fitted with numerous roomy first class state rooms and second class cabins, as well as a number of third class cabins. There is a children's playroom in the first class quarters and the latest luxuries in the fitting of music and smoke rooms.

SHIPPING RINGS.

Mr. Richard Holt of Liverpool was the witness on Wednesday before the Shipping Rings Commission. He showed a distaste for speaking before the Press and was assured that though certain parts of the inquiry must be public such questions as the Commissioners thought desirable to put in private could be dealt with after the public inquiry. The result is that only part of Mr. Holt's evidence is available. He denied that the Conference arrangement in the Far East had given dissatisfaction to the majority of traders. There was nothing in the nature of a compact between shippers and shipowners in the trade, which they carried on under the outward Conference, similar to that which existed in the South African trade. The Conference instead of restricting trade had increased it. In answer to Sir Alfred Bateson, Mr. Holt said he could not explain why, while British shipping trade at Hongkong had decreased by 1,000,000 tons, foreign shipping had increased by a similar tonnage. All the businesses he was personally acquainted with were increasing. Certainly he did not associate the decrease in British trade with the operation of the Conference system, which provided regular, punctual, and efficient services. Merchants and shippers were well served that they did not want outside competition. They did not want new lines in the Conference. First of all they would do their best to keep a new line out; and then, if they were compelled to let it in, they would do their best to restrict the number of its ships.

CHAMBERS OF COMMERCE.

The 48th annual meeting of the Association of Chambers of Commerce of the United Kingdom was opened at the Whitehall Rooms, Hotel Metropole, Lord Brassey, the president, was in the chair, and there was a large attendance of representative of chambers of commerce. The report of the executive council, which was presented, contained an account of the proceedings adopted in reference to the relations passed at the last annual and autumnal meetings.

THE PRESIDENT'S ADDRESS.

The President, in moving the adoption of the report, and in the course of his presidential address, said that it would be his endeavour to clear the air of the controversy in which, to his regret, they were about to engage. The association had done good work outside the battlefield of politics. It had for many years been a link between merchants and manufacturers and the Board of Trade. They had dealt with questions on which they had no differences of opinion; they had spoken for the benefit of trade and used their influence for legislation. That day they would engage in a controversy on which the majority had long since made up their minds, and so to which they would remain deaf to the most convincing arguments. They would deal with where they began, peaking as a free trader to the protectionists with whom they were there associated, he urged that if they went to a vote and were beaten, and as a result became an auxiliary to the Tariff Reform League, they would duplicate work which was being vigorously done elsewhere. There might be many objections, and they would be regretted. He proceeded briefly to review the recent progress and present condition of British trade. The latest statistics were a record, more especially in relation to manufactured articles. Comparing 1907 with 1906, their exports of manufactured articles, increased by £36,645,000, and imports decreased by £1,244,643. In fair competition in the open markets of the world British industry, in all leading lines excepting silk, was well placed. Lord Brassey then spoke of the methods by which further progress could be made. From the Commission on the industry, he had studied the position in colonial markets they learnt that the British manufacturer concerned himself too exclusively with production. A merchant and German manufacturers gave attention to distribution as well as to production. Then again, we must not be remiss in our endeavours to obtain our share of trade in China. He also considered that it was urged in the cheap and low-grade goods that British traders lagged behind. At the autumnal meeting, at Liverpool, he offered some observations on the railway position. The railway companies had made heavy sacrifices in the service

"BOAR'S HEAD" BRAND GUINNESS EXTRA STOUT.

No Two Brands of Guinness Bottled Stout are Similar in Taste, Body, or Condition. Comparison with Different Brands would Establish This Fact. THIS BRAND IS UNRIVALLED AND HAS A WORLD-WIDE REPUTATION AS THE BEST.

PRICE	4 Doz.	Qts.	\$19.00	Per Doz.	\$5.00
	8 Doz.	Pts.	\$24.00	Per Doz.	\$3.00
	10 Doz.	Split.	\$17.00	Per Doz.	\$2.25

SOLE AGENTS—

H. PRICE & CO., LTD.

TELEPHONE No. 135.

WINE, SPIRIT & CIGAR MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

Hongkong, 8th April 1908.

of the public, and the reward had been slender. Nationalization, he said, involved gigantic issues; but there were other remedies of a less trenchant character. By co-operation among traders, the rates on small parcels might be cut down; and by combines and amalgamation, under conditions which would prevent the abuses of monopoly, competition among companies might cease to be ruinous. It was interesting to note that in no European country, nor in any British colony where railways were the property of the State, was there a question of reverting to private ownership. The Government was doing wisely in proposing to investigate anew the grievances of the traders, the grievances of the railway companies, and the conditions under which agreements for amalgamation and co-operation should be allowed. Lord Brassey then drew attention to the question of the Port of London. He said that the necessity for improvements in the administration of the port, and for bringing all the appliances for

fort, and with ships and their cargoes up to date had long been recognized. The President of the Board of Trade had undertaken to prepare a scheme, and there seemed reason to believe that the expenditure required might prove considerably less than that contemplated by the Royal Commission which reported in 1902. Compulsory acquisition of the docks did not appear necessary. Their Stock Exchange value was estimated at upwards of £22,000,000. Purchase must involve a heavy charge, and whether laid on the ratepayer or the trader, must be a serious burden. There were remedies other than compulsory purchase for the grievances of the companies. They received no revenues in respect of a large proportion of the goods which were brought into the docks and loaded or delivered in lighters. A small charge levied on all goods, whether despatched from the ship's side by railway, or warehoused at the docks, or consigned to the private wharves, would produce a revenue sufficient to cover the cost of necessary improvements. The fund thus raised might be earmarked to specific objects, and administered under the supervision of the Port authority. It would be necessary to consider carefully improvements in regard to the waterway, and here some considerable cutting down of the proposals, which were formerly deemed essential, should be possible. Since the Royal Commission reported, the P. & O. and other companies had moved their large ships to Tilbury, the space was ample for the extension of docks on a large scale, and the facilities for the conveyance of goods to the wharves would not be inferior to those afforded at Hamburg. The President also suggested the extensive adoption of the deep-water wharf system on the Thames, and in conclusion, said that in London some reconstruction of the Port authority would be necessary. The Thames Conservancy, reinforced by adequate representation of all the interests concerned, should be fully capable of doing the work of administration. (Hear, hear.)

Mr. Bonar Law, M.P., who seconded the adoption of the report, said that he did not entirely agree with the view expressed by Lord Brassey as to the discussion in the chambers of commerce of such a subject as the final question. It was true that it had become to a party question, but there was no possible subject which could be of more interest to chambers of commerce throughout the country. It was inevitable, and would show a great lack of date on their part, if they did not express their opinion on the matter. (Hear, hear.) He did not involve turning the chambers into party organizations. Surely they could express with out bitterness their opinion on the subject, and in doing so they were doing their duty. With reference to the question of the Port of London and the Bill which was likely to be brought in by the Government, he said it was another instance in which they would all feel that that trade question should not in any sense be a party issue. During the existence of the present Government the President of the Board of Trade had carried out measures of great importance dealing with two measures of great importance dealing with their trade. In both the President of the Board of Trade himself, and did everything in his power to make the passing of the measures easy. When the Port of London Bill came up the same attitude would, if possible, be adopted by the Opposition, and it would be their desire, if they could, to support the Government. They all realized that Lord Brassey was not exaggerating the importance of having the Port of London put on a proper footing. (Hear, hear.)

THE FISCAL QUESTION.

Two resolutions were on the agenda paper dealing with the fiscal question. The first was proposed by the South of Scotland Chamber, and was as follows:—"That this association, while approving free trade in principle, recognizes the grave danger to which our industrial population is exposed by the action of scientifically imposed foreign tariffs, and is of opinion that steps should be taken to mitigate the evil by the reform of our tariff." The Belfast Chamber brought forward the second resolution, which ran as follows:—"That this association desires to record its deep disappointment at the results of the Colonial Conference of 1907, and that the negotiations failed to result either in a distinct step towards the creation of an Imperial Council or in the Colonies and the Mother Country."

Mr. John Roberts, on behalf of the South of Scotland Chamber, moved the first resolution, which was seconded by Mr. E. Parkes (Birmingham). On the suggestion of Mr. Roberts, the words "principle of free trade in principle" were substituted for the words "free trade in principle" and the meeting decided, on the recommendation of Mr. Stiche (Nottingham), to treat the two resolutions as one.

Sir Swire Smith (Keighley), who opposed the resolution, and Mr. Stiche (Nottingham), who seconded, contended that the rock bottom of the fiscal question was the employment of the people, and that whatever they did they had to come back to that. After Mr. Ashworth (Manchester) had spoken against the motion, Mr. Bonar Law said that it was urged by some that half a loaf was better than no bread. That was true sometimes, but sometimes it was not. But this system was not half free trade; it was the negation of free trade. If this country had tariffs of exactly the same amount

ECZEMA BEGAN IN FROST-CHAP

Itching, Bleeding Humour Spread Over Child's Limbs—Different Ointments Brought No Relief—Grew Steadily Worse—Could Not Go to School for Two Months!

AWFUL DISEASE WAS CURED BY CUTICURA

"About December of last year, my little girl, age five years, had red, itching places under her knees, right in the bend of the legs, which we thought was chaps caused by the frost. The disease spread up both legs and then into her arms. They used to irritate anything we touched her with. We then took her to a doctor, who said it was a bad case of eczema. He gave me different sorts of ointments and tried to bind them up with but it did no good and it kept getting worse. I read of the wonderful Cuticura Remedies and thought I would like to give them a trial, which I am pleased to say I did. I sent for the Cuticura Soap, Cuticura Ointment, and Cuticura Pills, and after using them the second or third time, they gave her great relief, and after using the complete set, she seemed completely cured. I am thankful to say, anything having been there, and I shall recommend the Cuticura Remedies to all I know suffering from eczema, and I am glad to say my girl did not suffer from it again for five months. Arthur Gentry, Clacton Road, St. Ovech, Essex, July 1907." Send to nearest dealer for free Cuticura Book on Treatment of Skin Diseases.

CUTICURA CURED

Pimples on Back and Chest. "About fifteen months ago I noticed a patch of small pimples on my chest which gradually spread over the chest and back. I tried several remedies but none seemed to do me much good. At last I decided to try the Cuticura Remedies with the result that a single set effected a complete cure. My skin is now clear and white with no sign of anything having been there. Miss Eva King, St. Pancras Station, Kings Langley, Herts., May 16 and 18, 1907." Complete External, Internal, and Cutaneous Remedies for Eczema, Scabies, and all other Skin Diseases. Send for free Cuticura Book on Treatment of Skin Diseases. Cuticura Soap, Cuticura Ointment, and Cuticura Pills. Send to nearest dealer for free Cuticura Book on Treatment of Skin Diseases.

Germany, that was a nearer approximation to free exchange than if there were prohibitive tariffs, to the one side and the other. The whole problem was whether it was wise in our own interests to leave our home market open to the unrestricted competition of our competitors when they rigorously closed their markets to our manufactures. The system on the fact of it was not wise, and the burden of proving that it was lay on those who defended it. Statistics, he continued, were only of use when they fairly represented the facts which they professed to represent, and when the facts themselves were made in regard to the vital principle of the question. No tariff reformer ever contended that free fiscal system was so good that, no matter how great might be the expansion of the trade of the world, we should get no share of it. Free traders endeavored to prove that we were getting a larger share of the trade than other countries, and that was where figures did not represent facts. The real principle on which free importers justified our system was that we could produce more cheaply than other countries, and therefore we beat them in the market. He pointed out that the returns last year showed that in the China war, were not even holding our own against the United States and Germany. It was the security of the home market which enabled German manufacturers to feel that they had a certain amount of trade secure at all times and permitted them to go out and conquer foreign markets. (Hear, hear.)

Lord Avebury urged that they could not increase the prosperity of the country by making living more dear. He maintained that our commerce had not been destroyed by foreign tariffs. Last year this country exported £23 millions, compared with France, which exported £21 millions, Germany £37 millions, and the United States \$24 millions; with these facts, which showed that we were doing a larger trade than any one of our foreign competitors, before them, they were asked to give up a system which had left those countries far behind. He hoped that we should maintain our present system, under which our trade and commerce was extending more rapidly than those of other countries in the world.

After further discussion the resolution was put to the meeting, 40 chambers voting for it and 30 against, 31 remaining neutral. The Chairman decided the motion carried. Mr. Albert Ralli pointed out that under the rules of the association, "no action shall be taken by the association in its collective capacity, except on resolutions carried by a majority of two-thirds of the votes given thereupon." He presumed that no action would be taken.

The Chairman stated that that was the case. The meeting proceeded to the discussion of resolutions on other subjects, and afterwards adjourned.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait, Charment and Special Skin Tonic and Poudre Charment will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that the FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th inst., respectively. By Order, A. R. LOWE, Secretary.

Hongkong, 14th April, 1908.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 28th April, 1908, at 4.30 p.m. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1907, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting. The TRANSFER BOOKS of the Association will be CLOSED from the 22nd of April to the 28th April, 1908, both days inclusive. Members holding proxies for absent Shareholders must deposit same with the Secretary for registration at least Forty-Eight hours before the Meeting. By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 8th April, 1908.

THE HONGKONG ELECTRIC CO. LD.

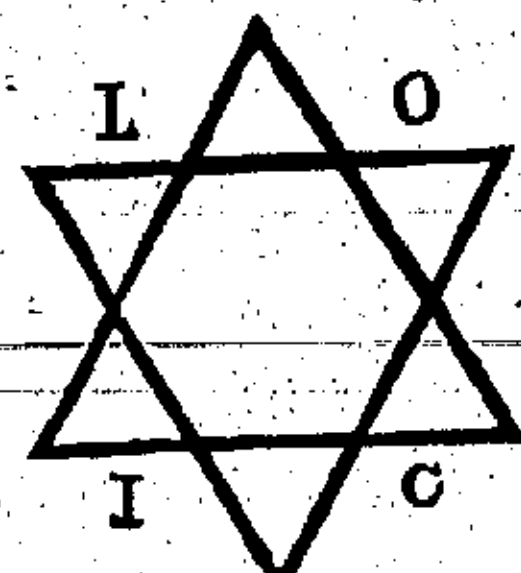
NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Office, St. George's Building, on SATURDAY, the 2nd May, at 2 o'clock P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 25th February, 1908, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 18th April to 2nd May, both days inclusive. By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents.

Hongkong, 14th April, 1908.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the LUBRICATING OIL IMPORT COMPANY, LIMITED, who claim to be the Proprietors thereof. The TRADE MARK has been used by the Applicants in respect of LUBRICATING OIL and GREASE for lubricating purposes, in Class 47. A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 9th day of April, 1908. DEACON, LOOKER & DEACON, Solicitors for the Applicants, 1, De Vaux Road Central, Hongkong.



in the name of THE LUBRICATING OIL IMPORT COMPANY, LIMITED, who claim to be the Proprietors thereof. The TRADE MARK has been used by the Applicants in respect of LUBRICATING OIL and GREASE for lubricating purposes, in Class 47. A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 9th day of April, 1908. DEACON, LOOKER & DEACON, Solicitors for the Applicants, 1, De Vaux Road Central, Hongkong.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be loaded at once, at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 14th April, will be landed at Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & CO. LTD., Agents.

Hongkong, 13th April, 1908.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

SS. "HEADLEY," FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or at hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, where delivery may be obtained. All broken, clafed, and damaged Goods are to be left in the Godown, where they will be examined on the 18th April, at 2.30 p.m. No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 18th April, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized. No Fire Insurance has been effected. An Average Bond lying at our Office must be signed by the consignee before Bills of Lading will be countersigned by the Undersigned. ARNOLD, KARBURG & CO., Agents.

Hongkong, 13th April, 1907.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM ANTWERP, MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship "GLENEARN," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 20th inst. will be subject to rent. No Fire Insurance will be effected. All damaged packages must be left in the Godown, where they will be examined on the 20th inst., at 11 a.m. No claims will be recognized if not presented within 14 days of the ship's arrival. MCGREGOR BROS. & GOW, Hongkong, 13th April, 1908.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex "Ville de Calcutta" and "Ville de Constantinople" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at the wharves into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, where delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed. Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 20th April, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 21st April, or they will not be recognized. All damaged packages will be examined on TUESDAY, the 21st April, at 3 p.m. No Fire Insurance has been effected. J. MALLEET, Agent.

Hongkong, 13th April, 1908.

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles: Cosmopolites, Likia, Piece Goods, Of Taste, Incidental, Japanese Emigrants, China's Blessed Meskines.

A Doctor Summoned.

Hongkong General Chamber of Commerce Sir Thomas Jackson.

Hongkong Sanitary Board.

Building and Sanitary Laws.

The Public Health Bill.

A New Steamer.

Shipping at Hongkong.

Supreme Court.

Gathering Wild Flowers.

The Observatory.

Criticism in the Colony.

Development of the New Territories.

Commercial.

Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

INTIMATIONS.

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 25th April, at 1.30 p.m., at the Office of the Jockey Club on the ground floor of the Hongkong Club Annex, Chater Road. By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 11th April, 1908.

ST. JOHN'S CATHEDRAL.

A SELECTION from the MESSIAH will be sung by a chorus of NINE VOICES TO-MORROW (WEDNESDAY), the 15th inst., at 5.30 p.m., and on FRIDAY, the 17th inst., at 9.15 p.m.

Hongkong, 13th April, 1908.

BANK HOLIDAYS.

IN accordance with the Provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on GOOD FRIDAY and EASTER MONDAY, the 17th and 20th inst.

Hongkong, 11th April, 1908.

NOTICE.

KELLY & WAI H. LTD. have been appointed SOLE AGENTS for Hongkong for "THE DADE" LOOSE LEAF ACCOUNT BOOKS. Specimens may be seen and the system fully explained at their office. Hongkong, 10th April, 1908.

HONGKONG CLUB.

NOTICE.

THE TWENTY-SECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.30 p.m. for the purpose set forth in the Notice posted in the Hall of the Club. By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1908, at 5.30 p.m. for the purpose set forth in the Notice posted in the Hall of the Club. By Order, C. H. GRACE, Secretary.

Hongkong, 9th April, 1908.

NOTICES OF FIRMS

NOTICE.

DURING the Temporary Absence of Mr. AUGUSTIN PIERRE MARTY from the Colony, Messrs. GUMELINDO JESUS SEQUEIRA and RENE HERZOG are authorized to Sign my Firm per procuration. A. E. MARTY.

Hongkong, 8th April, 1908.

NOTICE.

THE Interest and Responsibility of Mr. JAMES CHANG in our Firm CEASED This Day.

Hongkong, 31st March, 1908.

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C. E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore under the style of "Leigh & Orange."

Hongkong, 31st March, 1908.

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our Firm in Hongkong and China CEASED on 31st March, 1908.

Mr. JOHN WHITE COOPER BONNAR was admitted a PARTNER in our Firm in Hongkong and China on this Date.

Mr. CHARLES GORDON STEWART MACKIE is authorized to SIGN our Firm Per Procuration in Hongkong and China from this Date.

GIBB, LIVINGSTON & CO., Hongkong, 1st April, 1908.

PUBLIC COMPANIES.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1907, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd April, both days inclusive. By Order of the Board, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1908, at 12.30 p.m. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1907, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive. By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 27th March, 1908.

GREEN ISLAND CEMENT CO. LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING of the Shareholders in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, on SATURDAY, 25th April, 1908, at 11 o'clock A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, declaring a Dividend and electing Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 18th April, until SATURDAY, 25th April, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hongkong, 11th April, 1908.

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that a SHIP CERTIFICATE No. 841, issued 18th August, 1892, for 10 Shares numbered 3012/1921 in the above Office standing in the name of CHARLES JAMES BOLTON, Esq. of Shanghai, has been LOST, and should the same not be produced before the 23rd inst., a New Ship Certificate will be issued to the said CHARLES JAMES BOLTON, Esq. and no transaction taking place under said Ship Certificate No. 841 will be recognized by the Office. JARDINE, MATHESON & CO. LTD., General Agents, Canton Insurance Office, Ltd., Hongkong, 9th April, 1908.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the MONARCH TYPEWRITER CO. of Syracuse, Onondaga New York, U.S.A., have on the 13th day of December, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

MONARCH

in the name of THE MONARCH TYPEWRITER COMPANY who claim to be the Proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following Goods:—

Typewriting Machines in Class 8.

Supplies for Typewriting Machines such as INKING RIBBONS and TYPEWRITING CARTRIDGES PAPERS in Class 39.

A Facsimile of said Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 6th day of February, 1908. DEACON, LOOKER & DEACON, Solicitors for the Applicants.

555

WANTED.

WANTED.

EXPERIENCED SHORTHAND READER also competent PROOF READER required for a leading newspaper in China. Good salary and agreement. Replies to Box 112, Care of "Daily Press" Office. Hongkong, 13th April, 1908.

WANTED.

AN Export Firm in Hamburg doing an extensive business with China for the past thirty years, in Piece Goods and Sundries, desires connection with an Import Firm in Hongkong of good standing. A Partner of the Firm is now staying here for a few days only. Apply to "A. I." Care of "Daily Press" Office. Hongkong, 13th April, 1908.

WANTED.

LADY ASSISTANT. WANTED an Energetic European LADY ASSISTANT for Shop. Please apply by letter only. WEISMAN, LIMITED, 34, Queen's Road Central, Hongkong, 11th April, 1908.

WANTED.

HOTEL MANAGER, Thoroughly Experienced and Capable Man, at present in charge of one of the largest hotels in the Far East, DESIRES CHANGE. Thorough knowledge of the East, and well-known to the travelling public. Highest references. Apply to—Box 777, care of "Daily Press" Office. Hongkong, 8th April, 1908.

WANTED FOR JAPAN.

CAPABLE ENGLISH NURSE, to take charge of infant; must be experienced and best references required. Apply, stating age, last position held, and remuneration required, to—"H.A. 113," Care of "Japan Chronicle," Kobe, Japan. 8th April, 1908.

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

NORTH BRITISH AND MORGAN-TILLY INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1908 £17,597,119.

I. AUTHORIZED CAPITAL... £3,000,000.

SUBSCRIBED CAPITAL... 2,750,000.

PAID-UP CAPITAL... 687,500 0.

II. FUND... 3,386,720 10 8.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co., Hongkong, 13th August 1908.

FOR SALE.

3 ELECTRIC TABLE FANS.

BREWER & CO. LTD., 8, Elder Street.

Hongkong, 11th April, 1908.

NOTICE.

AT the request of our Lady Customers, we will hold a GENUINE CHEAP SALE

at Rockbottom Prices, for Cash, for Three Weeks only from 1st April, 1908.

HOOSAIN ALI & CO., 22, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st April, 1908.

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

Stamp, Birthday and Postcard Albums, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c. All other Philatelic Goods.

CALL AT—GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 1st January, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager.

Hongkong 1st April, 1908.

SINGON & CO.

IRON, STEEL, METAL, AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongery, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, HING LOON STREET, 2nd Street, west of Central Market. Telephone No. 515.

660

BANKS

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000). RESERVE FUND ... FL 5,378,375 (£448,000).

HEAD-OFFICE: AMSTERDAM. HEAD-AGENCY: BATAVIA.

Branches: Singapore, Penang, Shanghai, Bangkok, Samang, Sourabaya, Chobon, Pagar, Pecalongan, Pancoean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia, (Achoen) Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances.

On Fixed Deposits 12 months 4 1/2% per annum. 6 do. 4% do. 3 do. 3 1/2% do.

J. L. VAN HOUTEN, Agent. Hongkong, 13th November, 1907.

DEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP... Sh. Tael 7,500,000.

HEAD-OFFICE: SHANGHAI. BOARD OF DIRECTORS: BRELIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tainanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers: KÖNIGLICHE BREITENBURGISCHE (PREUSSISCHE) STAATSBANK, Berlin.

DIREKTION DER DISKONTO-GESSELLSCHAFT, GEBILDETSCHAFT, DEUTSCHE BANK, S. BUNDESBANK, BRELINER HANDELS-GESSELLSCHAFT, BANK FÜR HANDEL UND INDUSTRIE, ROBERT VARSCHAUER & CO., MANNESMANN & CO., M. A. VON ROTHSCHILD & SOHN, JACOB S. H. STERN, NORDDEUTSCHE BANK IN HAMBURG, HAMBURG, SAL. OPPENHEIM, JR. & CO., Köln, BAYERISCHE HYPOTHEKEN UND WOHNSCHANK, MÜNCHEN.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON; THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT, DIREKTION DER DISKONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN, Manager. Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

PAID-UP CAPITAL ... £1,200,000. RESERVE FUND ... £1,475,000. RESERVE LIABILITIES OF PROPRIETORS ... £1,200,000.

TOB ... £1,200,000.

SHIPPING.

ARRIVALS.

AUSTRALIAN, French str., 3843, H. Verron, 13th April—Marseilles and Saigon 10th April, General—Messageries Maritimes.
 HANRI MARU, Japanese str., 2389, Yamakawa, 12th April—Mojito 7th April, Coal—Mitsui Bussan Kaisha.
 FRIEDRICH, Norwegian str., 391, Olaf Anderson, 12th April—Saigon 8th April, Rice and Coal—Messageries Maritimes.
 HIKOMARU MARU, Japanese str., 3712, M. Mitsuoka, 13th April—Kuchino Japan 7th April, Coal—Mitsui Bussan Kaisha.
 JAPAN, British str., 2795, C. T. Donny, 13th April—London 20th Feb and Singapore 7th April, General—P. & O. S. N. Co.
 KANGAROO, Chinese str., 13th April—Canton.
 KUMANO MARU, Japanese str., 3145, Neil Mathieson, 13th April—Melbourne 18th March, and Manila 11th April, General—Nippon Yusen Kaisha.
 MYRTLE, British str., 1520, Leighton, 11th April—Hongkong 7th April, Coals—Dedwell & Co.
 OCEANO, British str., 13th April—Canton.
 TAMBA MARU, Japanese str., 3802, C. H. Butler, 13th April—Japan and Shanghai 10th April, General—Nippon Yusen Kaisha.
 TOURANE, French str., 3104, G. Lancelotti, 12th April—Japan and Shanghai 10th April, General—Messageries Maritimes.
 TIANQUEN, Danish str., 2326, C. Ten Dours, 13th April—Mojito 7th April, General—Mitsui Bussan Kaisha.
 ZAFIRO, British str., 1619, R. Rodgers, 13th April—Manila 11th April, Hemp and Sugar—Shewan, Tomes & Co.

CLEARANCES.

At the Harbour Master's Office:
 13th April.
 Eiger, Norwegian str., for Bangkok.
 Japan, British str., for Shanghai.
 Ozeano, British str., for Amoy.
 Samsen, German str., for Swatow.
 Shikoku Maru, Japanese str., for Kobe.
 Tourane, French str., for Europe, &c.

DEPARTURES.

13th April.
 AUSTRALIAN, French str., for Shanghai.
 DENBY, British str., for Hongkong.
 HIKOMARU MARU, Japanese str., for Amoy.
 Y. SUZUKI, Chinese str., for Canton.

SHIPPING REPORTS.

The British str. Zafiro reports: Light to moderate N. N. E. and Northerly wind and smooth sea, from port to port.

VESSELS IN DOCK.

April 13th.
 AERONAUT DOCKS—
 Kowloon Dock—Neil McLeod, Sorogon, Quarla, H.M.S. James, Nanning, Standard, Chinglu, Chantabon, Wungko.
 COSMOPOLITAN DOCKS—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."
 Captain J. S. Ross, will be despatched for the above Ports TO-MORROW, the 15th April, at 1 p.m.
 For Freight or Passage apply to
 DOUGLAS LARSEN & Co.,
 General Managers.
 Hongkong, 13th April, 1908. 705

FOR SHANGHAI, YOKOHAMA, KOBE

NAGASAKI AND MOJI.

THE Steamship

"GREGORY APCAR."
 Captain S. H. Nelson, will be despatched for the above Ports on THURSDAY, the 16th April, at 3 p.m.
 This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 13th April, 1908. 692



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
 PIUMBA AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 COLOMBO, BOMBAY, KARACHI,
 ADEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the BRASSIE,
 SOUTH AFRICA, PERSIAN GULF, RED
 SEA, BLACK SEA, LEVANT, VENICE and
 ADRIATIC PORTS.

THE Company's Steamship

"PERSIA."
 Capt. G. Bartole, will be despatched as above on or about TUESDAY, the 21st April.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 24th March, 1908. 3

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.
 Regular Steamship Service between Hongkong
 CALLAO AND IQUIQUE, via JAPAN
 FORT (Yokohama, Kobe and Yokohama).
 With Liberty to call at Honolulu and
 Salina Cruz.

Steamers

Tons
 "KASATO MARU" ... 6,100
 Taking Freight and Passengers to other
 Eastern and Western Coast Ports of South
 America in connection with Steamers of the
 Pacific S. N. Co.
 K. MATSUDA, Manager,
 Yokohama Building.
 Hongkong, 7th April, 1908. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into F or Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via SUEZ CANAL	MALTA	Brit. str.	C. H. S. Toque	P. & O. S. N. Co.	On 18th inst., at Noon
HAYRE, ROTTERDAM & HAMBURG &c.	LIBERIA	Ger. str.	K. Webster	HAMBURG-AMERICA LINE	On 25th inst.
HAYRE, LONDON & ANTWERP via SUEZ CANAL	GLIMBERT	Ger. str.	Hable	MOOREHEAD BROS. & GOW	On 28th inst.
HAYRE & HAMBURG via STRAITS, &c.	STELLA	Ger. str.	Bokhorst	HAMBURG-AMERICA LINE	On 10th May.
HAYRE & HAMBURG via STRAITS, &c.	SENEGAMBIA	Ger. str.	Lancelotti	MESSAGERIES MARITIMES	On 24th May.
MARSEILLES, &c. via PORTS OF CALL	TOURANE	Fr. str.	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PERA	Brit. str.	Müller	HAMBURG-AMERICA LINE	About 26th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SAMBA	Ger. str.	C. H. Butler	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAMBA MARU	Jap. str.	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 25th inst., at Daylight
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INABA MARU	Jap. str.	H. Kirohner	MELCHERS & CO.	On 25th inst., at Night
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	P. R. LUTTPOLD	Ger. str.	G. Bortolo	SANDER, WIELER & Co.	About 21st inst.
TELESTRA, &c. via SINGAPORE, &c.	PRINCE	Am. str.	Macdonnell	ARNHOLD, KARBURG & Co.	About 21st inst.
NEW YORK via SUEZ CANAL	LOWTHER CASTLE	Brit. str.	...	SHAW, TOMES & Co.	On 28th inst.
BOSTON & NEW YORK	ST. PAUL	Brit. str.	...	DODWELL & Co., Ltd.	On 22nd inst., at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	...	CANADIAN PACIFIC R. Co.	On 7th May, at p.m.
VANCOUVER via SHANGHAI JAPAN, &c.	TOSA MARU	Jap. str.	...	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHINAWA MARU	Jap. str.	...	DODWELL & Co., Ltd.	On 28th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	KUMERIC	Am. str.	...	SHAW, TOMES & Co.	Quick despatch.
SAN FRANCISCO via JAPAN PORTS, &c.	CLAN MACMILLAN	Brit. str.	...	TOYO KISEN KAISHA	Quick despatch.
CALLAO AND IQUIQUE via MOJO & JAPAN	KASATO MARU	Jap. str.	...	CHINA COMMERCIAL S.S. Co.	On 2nd May, at 5 p.m.
SALINA CRUZ, MEXICO via MOJO & JAPAN	LANDRAT SCHEIFF	Ger. str.	...	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
AUSTRALIAN PORTS via MANILA	NIEBO MARU	Jap. str.	...	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	...	MELCHERS & Co.	On 23rd inst., at 5 p.m.
AUSTRALIAN PORTS via PORT DARWIN	PRINCE WALDEMAR	Brit. str.	...	GIRL, LIVINGSTON & Co.	On 25th inst., at Noon.
AUSTRALIAN PORTS via PORT DARWIN	EMPIRE	Jap. str.	...	NIPPON YUSEN KAISHA	About 1st May.
AUSTRALIAN PORTS via MANILA	PRINCE SIGISMUND	Ger. str.	...	NIPPON YUSEN KAISHA	On 18th inst., at Night
YOKOHAMA AND KOBE	KANAGAWA MARU	Jap. str.	...	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
KOBE AND YOKOHAMA	CHINGTU	Brit. str.	...	NIPPON YUSEN KAISHA	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	...	JAPAN-CHINA JAPAN LINE	Quick despatch.
JAPAN	TYLWONG	Dut. str.	...	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
WEIHAIWEI & TIENTSIN	KUICHOW	Brit. str.	...	HAMBURG-AMERICA LINE	About 14th inst.
WEIHAIWEI & TIENTSIN	CHIPSUNG	Brit. str.	...	P. & O. S. N. Co.	On 17th inst.
WEIHAIWEI & TIENTSIN	KOWLOON	Brit. str.	...	HAMBURG-AMERICA LINE	On 19th inst., at Noon.
WEIHAIWEI & TIENTSIN	KWEIYANG	Brit. str.	...	SANDER, WIELER & Co.	On 16th inst., at 3 p.m.
WEIHAIWEI & TIENTSIN	JAPAN	Ger. str.	...	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
WEIHAIWEI & TIENTSIN	SENEGAMBIA	Am. str.	...	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at Night
WEIHAIWEI & TIENTSIN	GREGORY APCAR	Brit. str.	...	OSAKA SHOSHEN KAISHA	About 16th inst.
WEIHAIWEI & TIENTSIN	HONGKONG	Brit. str.	...	MELCHERS & Co.	On 20th inst.
WEIHAIWEI & TIENTSIN	SHOSHU MARU	Jap. str.	...	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
WEIHAIWEI & TIENTSIN	OCEANO	Brit. str.	...	MELCHERS & Co.	About 22nd inst.
WEIHAIWEI & TIENTSIN	CANTON	Dut. str.	...	HAMBURG-AMERICA LINE	On 25th inst.
WEIHAIWEI & TIENTSIN	YOKOHAMA	Ger. str.	...	JARDINE, MATHESON & Co., Ltd.	On 1st May, at Noon.
WEIHAIWEI & TIENTSIN	BRISBANE	Brit. str.	...	JAVA-CHINA JAPAN LINE	Quick despatch.
WEIHAIWEI & TIENTSIN	KUICHOW	Brit. str.	...	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight
WEIHAIWEI & TIENTSIN	TYNMAH	Dut. str.	...	OSAKA SHOSHEN KAISHA	On 18th inst., at 9 a.m.
WEIHAIWEI & TIENTSIN	FUKUSHU MARU	Jap. str.	...	OSAKA SHOSHEN KAISHA	To-day, at Noon.
WEIHAIWEI & TIENTSIN	JOSHIE MARU	Jap. str.	...	OSAKA SHOSHEN KAISHA	To-morrow, at 1 p.m.
WEIHAIWEI & TIENTSIN	CHOSHUN MARU	Brit. str.	...	DOUGLAS LARSEN & Co.	On 17th inst., at 4 p.m.
WEIHAIWEI & TIENTSIN	YUENANG	Brit. str.	...	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
WEIHAIWEI & TIENTSIN	ZAFIRO	Brit. str.	...	SHAW, TOMES & Co.	To-morrow, at 4 p.m.
WEIHAIWEI & TIENTSIN	TAMING	Brit. str.	...	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
WEIHAIWEI & TIENTSIN	LOO-GSANG	Brit. str.	...	SHAW, TOMES & Co.	On 25th inst., at Noon.
WEIHAIWEI & TIENTSIN	RUBI	Brit. str.	...	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
WEIHAIWEI & TIENTSIN	SUNGKANG	Brit. str.	...	BUTTERFIELD & SWIRE	On 17th inst., at 9 a.m.
WEIHAIWEI & TIENTSIN	HUPEN	Brit. str.	...	MELCHERS & Co.	On 19th inst., at 3 a.m.
WEIHAIWEI & TIENTSIN	BORNEO	Ger. str.	...	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 p.m.
WEIHAIWEI & TIENTSIN	LAISANG	Brit. str.	...	NIPPON YUSEN KAISHA	On 17th inst., at Night
WEIHAIWEI & TIENTSIN	TOTOMI MARU	Jap. str.	...	JAVA-CHINA JAPAN LINE	About 16th inst.
WEIHAIWEI & TIENTSIN	TIJATJAP	Dut. str.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th April, Noon.
RUBI	2540	R. W. Almond	Manila	On 25th April, Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 10th April, 1908. 14

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. LOWTHER CASTLE ... On or about 31st May.

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 9th April, 1908. 15

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
 16 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"MONTAGUE"	6,163	Wednesday, 22nd April	16th May
"EMPEROR OF JAPAN"	6,000	Thursday, 7th May	28th May
"GLENFARG"	3,700	Wednesday, 20th May	18th June
"EMPEROR OF CHINA"	6,000	Thursday, 4th June	22nd June
"LENNOX"	3,700	Wednesday, 17th June	16th July
"EMPEROR OF INDIA"	6,000	Thursday, 2nd July	20th July

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

* "EMPEROR OF JAPAN" and "EMPEROR OF CHINA" are Freighters only and do not carry Passengers.

* S.S. "MONTAGUE", "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special MAIL EXPRESS, and at QUEBEC with the Co.'s NEW PATRIAL "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 24 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 471.10

Intermediate on Steamers ... 240. ... 242.

and 1st Class Railways ...

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

J.M.S. "MONTAGUE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. GRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Hakeke

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE	"CANTON"	On 20th April.

For Further Particulars, apply to
 Hongkong, 7th April, 1908.

MELCHERS & CO.,
 AGENTS.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJO, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
* KUMERIC	6,232	Cowley	On 14th May.
* SHAWMUT	9,606	E. V. Roberts	On 30th May.
* TREMONT	9,606	T. W. Garlick	On 18th June.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-tower s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 Queen's Buildings.
 Hongkong, 19th March, 1908. 8

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

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Head Office for the Far East: 16, DES VEUUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA."

Capt. Petri, will leave for the above place on SUNDAY, the 18th inst., at Noon.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to
 SANDER, WIELER & Co.,
 Agents,
 Hongkong, 13th April, 1908. 3

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT.

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH TITLES OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAPAN Capt. C. D. Denny, R.N.R.	About 14th April	Freight and Passage.
SHANGHAI	CELANA Capt. W. Hayward, R.N.R.	About 16th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CANAL	MALTA Capt. C. H. S. Toque	Noon, 18th April	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PERA Capt. W. W. Cooke, R.N.R.	About 26th April	Freight only.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 6th April, 1908.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CHEFOO and NEWCHANG HOLOW and HAIPHONG	"TAMING" "KWEIYANG" "HUPH"	On 15th April, 4 P.M. On 16th April, 4 P.M. On 17th April, 9 A.M.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 21st April, 4 P.M.
WEIMAIWEI and TIENSIN	"KUEICHOW"	On 21st April, 4 P.M.
SHANGHAI	"YUOHOW"	On 21st April, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 25th April, 4 P.M.
KOBE	"CHINGTU"	On 26th April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
HONGKONG, 14th April, 1908.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Lombard, Black Sea and Baltic Ports,
and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGBAMBIA ... 17th April	FOR MARSEILLES, BREMEN & HAMBURG: S.S. SAMBIA ... 18th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 25th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. LIBERIA ... 25th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SUNDIA ... 6th May	FOR HAVRE & HAMBURG: S.S. SILESIA ... 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA ... 14th May	FOR HAVRE & HAMBURG: S.S. SENEGBAMBIA ... 24th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ... 25th May	

COAST SERVICE

FOR TSINGTAI, NAGASAKI & VLADIVOSTOK	S.S. "KOWLOON" ... 18th April
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For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
AMOY VIA FOCHOW	"CHOSHUN MARU" Capt. Y. FUSENO	TUESDAY, 14th April, at Noon.
ANPING VIA SWATOW, AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WED'DAY, 15th April, at Daylight.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. NEMOTO	THURSDAY, 16th April, at Daylight.
TAMUO VIA SWATOW, AND AMOY	"JOSHIN MARU" Capt. H. S. SMITH	SUNDAY, 19th April, at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. Unrivalled Table. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th April, 1908. T. ABIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
"KUDAT & SANDAKAN"	"BORNEO" Capt. F. Smedley	Saturday, 15th April, at 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. Kirschner	Wednesday, 22nd April, at Noon.
SHANGHAI, NAGASAKI, KOBE, & YOKOHAMA	"PRINZ RUEL FRIEDRICH" Capt. E. MALOW	About Wednesday, 22nd April.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Sander	Thursday, 23rd April, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About Friday, 1st May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES, VIA PORTS	"TOURANE" Capt. Lancelin	On 14th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARBA" Capt. Sedier	On 27th April, P.M.
MARSEILLES VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 28th April, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

J. MILLET,

Agent,
Queen's Building.

Hongkong, 7th April, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6134	WED'DAY, 15th April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE and YOKOHAMA	INABA MARU Capt. Wm Bainbridge, Tons 6189	WED'DAY, 22nd April, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOBA MARU Capt. J. Nagao Tons 5823	TUES'DAY, 14th April, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	SHINANO MARU Capt. K. Kawara, Tons 6388	TUESDAY, 23rd April, at 4 P.M.
KOBE and YOKOHAMA	NIKKO MARU Capt. T. L. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. N. Mathieson, Tons 5078	FRIDAY, 15th May, at Noon.
	KUMANO MARU Capt. N. Mathieson, Tons 5078	WED'DAY, 15th April, at Noon.
	KANAGAWA MARU Capt. N. Onno, Tons 6169	SATURDAY, 18th April, at Daylight.
	TOTOMI MARU Capt. M. Winckler, Tons 3412	FRIDAY, 17th April at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada
and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic
Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,
1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 9th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SHANGHAI, THURSDAY, 15th April, Noon.

SINGAPORE, PENANG & CALCUTTA, "CHIPSING" ... Wednesday, 15th April, 3 P.M.

TIENSIN, "CHIPSING" ... Thursday, 16th April, Noon.

MANILA, "YUENSANG" ... Friday, 17th April, 4 P.M.

NAGASAKI, "YUENSANG" ... Saturday, 24th April, 4 P.M.

NAGASAKI, "YUENSANG" ... Friday, 1st May, Noon.

SHANGHAI, YOKOHAMA & KOBE, "KUSANG" ... Friday, 1st May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUSANG" and "KUSANG" leave about every 3 weeks for
Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe,
these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Passengers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
HONGKONG, 14th April, 1908.

GENERAL MANAGERS.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service between CALCUTTA. Sailings from
CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED
General Agents for China and Japan.
Hongkong, 4th August, 1896.

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General Agents for China and Japan.

Hongkong, 4th August, 1896.

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Hongkong, 4th August, 1896.

DAVID CORSAE & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

REINFORCED CROWN

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ARNHOLD, KATBERG & CO.

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SHIPPING IN PORT.

STEAMERS.	
ANGULS, American str., 336, Enrique Carros	Nemoto, 12th April—Shanghai via Ports
18th March—Manila 9th March via Doori-	5th April, General—Osaka Shosen Kaisha.
mao 15th, Sugar—Moron & Co.	SIBERIA, American str., 5,655, A. Zeeoder, 7th
ARBON, British str., 2,971, McDonnell, 8th	April—San Francisco and Shanghai 5th
April—San Francisco and Kobe 19th Mar.	April, Mails and General—F. M. S. S. Co.
General—Standard Oil Co.	STANDARD, Norwegian str., 394, H. N. Ball,
AUCHENBLAE, British str., 2,354, Moir, 8th	1st April—Saigon 27th March, Rice and
April—Newcastle 17th March, Coal—	Cotton—Waller & Co.
Sewan Tames & Co.	TAMING, British str., 1,346, A. Sommerer,
BANGKOK, German str., 1,237, E. Klimmet, 5th	10th April—Manila 7th April, General—
April—Bangkok 26th March, General—	Butterfield & Swire.
Butterfield & Swire.	TOKA MARU, Japanese str., 3,610, J. Nagao, 6th
BESSIE DOLLAR, British str., 2,793, Alexander	April—Seattle 3rd March, via Shanghai
Gow, 6th April—Moji 31st March, Coal—	2nd April, Flour—Nippon Yusen Kaisha.
Arnhold, Karberg & Co.	ULV, Norwegian str., 883, J. Thorsen, 10th
BORNEO, German str., 1,344, F. Sambill, 9th	April—Saigon 5th April, Rice and Paddy
April—Sandakan 4th April, General—	—Anzard, Thorsen & Co.
Melchers & Co.	YU SHUN, Chinese str., 1,076, Pratt, 11th Apr.
	—Shanghai 8th April, General—Chinese.

